

THE UNIVERSITY OF CHICAGO

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2. On 31 May 1954, 90 percent of the private extensions of the Reichsbahn telephone network were switched off. The remaining 10 percent of these private extensions were connected to the public telephone system. Officials of RBAs (railroad subdistrict offices) entitled to use the railroad telephone network include the chief of the RBA, his deputy, the railroad official in charge of political matters, and the chief of the "Safety Inspectorate". At the RAWs (railroad repair shops), all connections to the railroad telephone network (Grossbase) have been switched off. The chiefs of railroad maintenance posts (Bahmeistereien) have been issued telephone sets which make it possible for them to be called but makes it impossible for them to contact other railroad agencies.
3. Disciplinary action was taken against Deputy Railroad Minister Lindemann because he failed to punish the managing director of Bauunion Marx. Workers of this Bauunion had gone on strike because they had not been paid their wages on time. It appears that Lindemann has repeatedly been reprimanded by Railroad Minister Chwalek and that his chief antagonist is Staimer. ²
4. On 21 June 1954, Colonel Watendorf of the Ministry of the Interior informed railroad transportation officers that it was intended to set up KVP transportation departments at railroad subdistrict offices in 1955. ³

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
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2.

 Comment. This information reflects the distrust of the regime in railroad experts who do not belong to the SED elite. Lindemann is one of the few remaining railroad experts of the GDR Reichsbahn. It is not surprising that Grawinkel and Stalmer, who owe their top level positions to political considerations, are against experts like Lindemann.

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3.

 Comment. Colonel Watzdorf is chief of the IXth Department (Transportation) at the NVP section of the Ministry of the Interior.



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